

COMMUNITY RIGHT-OF-WAY DEVELOPMENT STANDARDS

COUNTY TOWN AREA
OF THE
BORREGO SPRINGS PLANNING AREA

Adopted:

INTRODUCTION

These Standards have been developed in accordance with the Policy and Procedures for Preparation of Community Right-of-Way Development Standards as outlined in the County of San Diego, Board of Supervisors Policy, Number J-36 as adopted on December 12, 1989 (Item 49).

They are for the use of individuals who as a result of the land development process desire to have the Board of Supervisors accept Public Works improvements into the County's system of maintained public roads.

PURPOSE

The purpose of these Standards when used in conjunction with the latest adopted Public Road Standards of the County of San Diego, Department of Public Works, is to provide for the regulation of improvements to be dedicated to the public and accepted by the County as a result of the land development process. These Standards will supersede the Public Road Standards within the "Country Town" area, as shown on the plan of the Borrego Springs Planning Area as adopted by the Board of Supervisors of San Diego County, June 1, 1988, where a conflict with the Public Road Standards exists. Where no conflict exists, the Public Road Standards will prevail. The Community Right-of-Way Development Standards are intended to preserve the rural town character of the Community, keep operating costs of maintenance at a reasonable level while at the same time provide for the service and protection of the public.

EXCEPTION

It is not possible to anticipate all situations that may arise and to prescribe Standards applicable to every situation. The Standards will be applicable to the vast majority of cases, but they are not inflexible rules to which there are no exceptions. Occasionally, the Board of Supervisors or Director of Public Works may make exceptions where the application of the Standards to a specific situation results in an impractical and unreasonable hardship.

Projects financed with State or Federal funds are subject to the standards prescribed by those agencies, and these Standards must conform to the State or Federal Standards in order to qualify for funding. Exceptions may be allowed to these Standards when this occurs.

REQUIRED ROAD IMPROVEMENTS

- I. The installation of sidewalks, curbs, gutters, and crossgutters will not be required within the "Country Town" area except as indicated below:

A. Portland cement concrete curb and gutter and cross-gutter conforming to San Diego Regional Standard Drawings may be required adjacent to all properties which lie within a commercial, manufacturing or multiple-residential zone adjacent and contiguous with:

1. Palm Canyon Drive between Hoberg Road to DiGiorgio Road
2. Borrego Springs Road between T-Anchor Drive to Verbena Drive

B. Portland cement concrete sidewalks conforming to San Diego Area Regional Standard Drawings may be required adjacent to all properties which lie within a commercial, manufacturing, or multiple-residential zone adjacent and contiguous with:

1. Palm Canyon Drive between Country Club Road to DiGiorgio Road
2. Borrego Springs Road between T-Anchor Drive to Verbena Drive

C. Pathways capable of handling the estimated pedestrian traffic and constructed of materials other than Portland cement concrete to the satisfaction of the Director of Public Works may be required as indicated below:

1. Palm Canyon Drive between Hoberg Road and Country Club Road.
2. In all zones other than a residential zone in which the building type regulations permit single and two-family (Duplex) residential use as defined in the zoning ordinance.

Sidewalks shall be 4.5 feet in width when contiguous to curbs and 5.0 feet in width when not contiguous to curbs.

Wheelchair ramps shall be constructed at all curb returns and other locations as required.

- II. Road lighting will not be required within the "Country Town" area except where the post development combined traffic on both of the intersections exceed 5,750 ADT*, and the minor leg exceeds 750 ADT* or for safety** reasons.

*ADT means Average Daily Traffic as directed by the Director of Public Works.

**Safety considerations include, but are not limited to, non-standard curves, sight distance, abrupt grade change, etc.

All roadway lighting shall meet the approval of the Director of Public Works and meet the minimum standards as set forth in Section 5.7B of the Public Road Standards.

Before roadway lighting is mandated, the Department of Public Works, Traffic Engineer, shall certify and justify in writing that reflective signage, reflective road stripping, marginal white stripping, reduced speed limits, flashing caution lights and other alternatives, or any combination of the above, has been considered and found to be deficient in providing the margin of safety required. Public input shall be solicited whenever roadway lighting is required.

- III. Median area, within major roads, as shown on the Circulation Element of the General Plan may be developed using stripping, concrete curb median dividers or landscaped dividers in accordance with the County's Public Road Standards and as directed by the Director, Department of Public Works.

FLOOD CONTROL AND DRAINAGE IMPROVEMENTS

- I. The community of Borrego Springs is situated on alluvial fans and has climatic and flood conditions which differ from other portions of San Diego County that slope to the Pacific Ocean.
- A. Major flooding characteristics include:
1. High intensity, short duration rain.
 2. Sediment laden flood flows.
 3. Relatively high infiltration of storm water.
 4. Groundwater replenishment is important.
- II. Design standards for flood control as applied to public roads should agree with the Borrego Valley Flood Management Report approved by the Board of Supervisors on October 17, 1989 and subsequent revisions.
- A. Design of drainage facilities should incorporate the following concepts:

1. Underground pipes and culverts are generally not practical unless specifically designed for sediment transport.
2. Roads should be designed so that flood (water and sediment) flows cross at appropriate locations to avoid excessive diversion or ponding.
3. Curb and gutter should be designed to allow flow beside the curb to be returned to the natural flow conditions and not carried excessive distances down the road.
4. Projects should be designed to avoid excessive additional runoff from impervious surfaces. Factors to be evaluated.
 - a. Use natural or graded gravel for parking areas.
 - b. Flow from impervious surfaces should be routed to areas where it can infiltrate and not carry downstream in impervious road sections or channels.

SAFETY RISKS

The safety risks associated with these Community Right of Way Development Standards are negligible; because, the Standards only restrict the use of concrete curbs, sidewalks, and street lighting. Whenever the restricted use of these improvements effect public safety, the Board of Supervisors or the Director of Public Works, upon written justification and public review, may make exceptions where the use of these Community Standards creates a public safety hazard.

ADDITIONAL COSTS

Where the use of these standards creates additional costs for either construction or maintenance of the public improvements, it shall be the responsibility of the developer to provide for the construction and maintenance of the facilities to the satisfaction of the Director, Department of Public Works.

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